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Seaport Operations

612-504-02



US Transportation Command (USTRANSCOM)



- USTRANSCOM provides sea transportation assets through transportation component commands

MTMC & MSC





Military Sealift Command (MSC)



- MSC provides common user sealift transportation services through MSC fleet & commercially contracted carriers.
- Under USTRANSCOM / DOD directive, MSC assumes operational control of:
 - Navy Reduced Operational Fleet
 - Maritime Ready Reserve Force
 - National Defense Reserve Fleet





Vessel Types



- RO/RO Vessels



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- Best suited for loading & off-loading of rolling stock
- Preferred for initial movement of pre-positioned & surge cargo
- Spacious interiors allow easy maneuvering
- Fast turn around time

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Vessel Types (Cont)



- Fast Sealift Ships



- Fastest cargo carrying vessel
- Over 900 ft long
- Heavy lift capability
- Self-sustaining



Vessel Types (Cont)



- Container Ships



- Greatest cargo capacity
- Not optimal for moving all military cargo



Vessel Types (Cont)



- Breakbulk Vessels



- Able to handle most military cargo on open decks or in multiple cargo holds
- Labor intensive to load & unload



Military Traffic Management Command (MTMC)



- DOD single traffic manager for military cargo surface movements
- Responsible for all CONUS surface movements and common-user SPOE's for unit movements





MTMC (Cont)



- Duties & responsibilities (Cont)
 - Directing PSA functions & activities
 - Receiving & staging unit equipment (PSA-specific task)
 - Establishing & directing port communications, safety policies & physical security procedures
 - Regulating port traffic





Transportation Terminal Brigade (TTB)



- TTBs are reserve units that provide MTMC with capability to expand number of ports available
- Responsible for monitoring DOD commercial contract cargo movements including unit equipment, re-supply, & retrograde shipments
- Uses existing port facility infrastructure and contract stevedores



Transportation Terminal Brigade (Cont)



- Key TSB capabilities and responsibilities:
 - Operate 2 - 5 port berths
 - Receive, load, discharge & transship unit cargo
 - Prepare and update vessel stow plan
 - Enter equipment & cargo receipt data into automated systems
 - Perform liaison with deploying units



Port Support Activity (PSA)



- The PSA is a temporary military organization that assists the Port Commander
 - Within CONUS, designated installations provide PSAs
 - In overseas areas Area Support Groups (ASG) normally provide PSA support
 - Deploying units do not normally man or operate PSAs



Port Support Activity (Cont)



- PSA is tailored & unique to each port
 - Operates in direct support of the port commander
 - Primary mission is ensuring deploying unit equipment is prepared for vessel loading, and operating unique equipment in port area
 - PSA operates almost exclusively in the port staging area



PSA Organization



- PSA Organization based on type of equipment processing through port. Normally includes:
 - Qualified personnel to handle the physical security of classified equipment & cargo
 - Personnel with unique equipment operator skills
 - Maintenance personnel to correct deploying equipment deficiencies



PSA Functions



- Typical PSA functions in support of deploying units normally include:
 - Receiving, inspecting & documenting deploying equipment
 - Staging unit equipment in staging area
 - Correcting improperly secured loads and equipment configuration deficiencies
 - Operating equipment / vehicles



PSA Functions (Cont)



- PSA functions (Cont)
 - Providing backup organizational & limited DS maintenance capability
 - Providing physical security for staged military cargo
 - Moving deploying unit equipment according to the port traffic plan



PSA Functions (Cont)



- PSA functions (Cont)
 - As required, providing recovery and maintenance vehicles, administrative vehicles, ambulances & cleaning equipment
 - Assisting with aircraft support operations



Port Security Detachment (PSD)



- The PSD is a reserve component unit under the command authority of MTMC when mobilized
- The PSD administers the port commander's physical security plan & coordinates with the USCG for an integrated port physical security plan



Port Security Detachment Functions



- PSD functions include:
 - Augmenting existing port security force or controlling traffic to include port points of entry.
 - Providing escort & security for high priority shipments
 - Coordinating in-transit sensitive and classified physical security requirements
 - Establishing liaison with area police



Waterside Security -- USCG



- The US Coast Guard is responsible for all waterside physical security





Waterside Security -- USCG (Cont)



- Other USCG duties include:
 - Regulating the shipping, handling & pier side storage of hazardous cargo
 - Interfacing with HN & military authorities on storage & handling of hazards
 - Issuing hazardous cargo permits





Seaport of Embarkation Functional Areas



Seaport of Embarkation (SPOE)

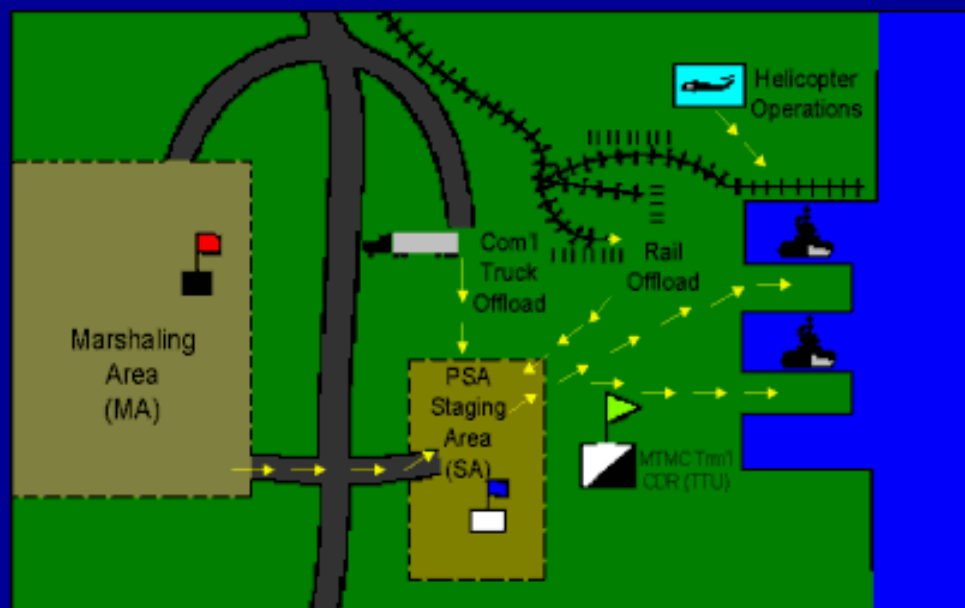


- The loading & discharging of vessels is dedicated to rapid, efficient & controlled movement of cargo between ship & shore.





Notional SPOE





SPOE Marshaling Area



- Unit's final preparation location prior to entering POE port staging area
 - Ideally located near port staging area & vicinity of truck/rail discharge sites
 - Units inspect, reconfigure and prepare their equipment for movement to the staging area
 - In CONUS, supporting installations provide logistics support to units in marshaling area



Marshaling Area Layout

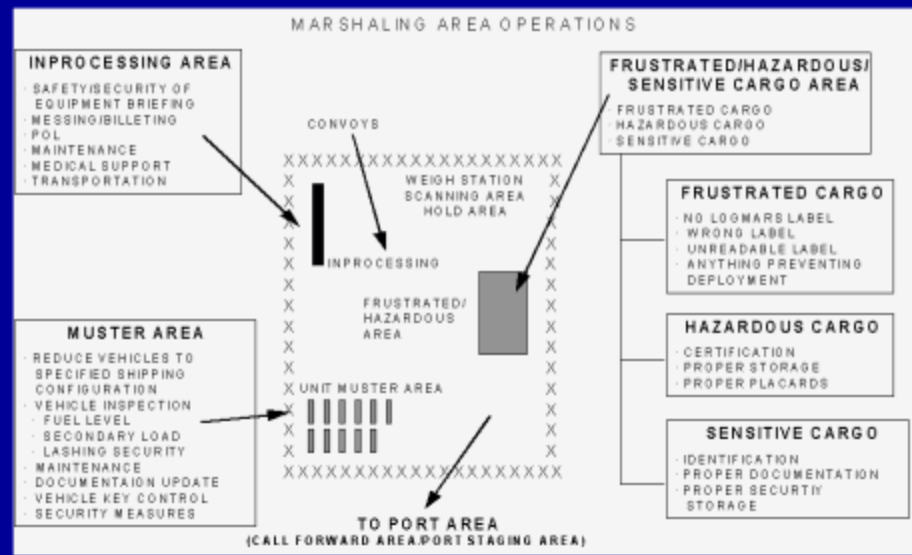


- There is no set organization or physical layout for an SPOE marshaling area
- Marshaling areas organized to prepare units for entry into port staging area





Notional Marshaling Area





Marshaling Yards



- SPOEs marshaling areas may have designated marshaling yards
- In marshaling yards, cargo is subdivided into a number of categories, most commonly:
 - General (breakbulk)
 - Containerized
 - Roll-on/roll-off
 - Special (oversize, heavy lift, hazardous & security) cargo





Marshaling Area Functions



- In general, marshaling areas should provide for the following functions and facilities:
 - A central control & inspection point with multiple lanes for vehicles & containers entering or leaving the marshaling yard
 - Security area for breakbulk, containerized sensitive, classified & high-dollar-value cargo



Marshaling Area Functions (Cont)



- Marshaling area functions and facilities (Cont):
 - Sheltered facilities for inventory control, documentation & movement control elements
 - Covered facilities for stowing containers & cargo
 - Traffic circulation plan for movement in, through and out of the area



Port Staging Area



- As the vessel readies for loading, equipment is sent from the marshaling area to the staging area based on a call forward plan



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Port Staging Area (Cont)



- MTMC terminal commander assumes custody of cargo in the staging area
- PSA performs its functions
- Equipment is loaded onto the vessel





Unit Responsibilities for SPOE Operations



Unit Responsibilities -- Home Station



- Unit Preparation for sealift begins at home station
- Equipment & documentation preparation completed (to extent possible) prior to departing for SPOE
 - Vehicles moving by convoy & rail to SPOE must be reconfigured for sealift
- Proper HS preparation reduces port processing problems





Unit Responsibilities -- Hazardous Cargo



- Hazardous cargo must be prepared & labeled IAW CFR 49 *before* it is loaded for movement
- Hazardous material must be identified & properly packaged, marked & annotated on shipping and load documents
- Improperly prepared hazardous cargo can delay shipping & cause mission failure





Unit Responsibilities -- Unit Liaison Team



- Deploying unit may establish a unit liaison team to facilitate movement through the port
- Team reports prior to unit arrival to establish liaison with port commander representative and PSA
- Team clarifies port processing procedures and directs unit correction of vehicle, cargo, and documentation deficiencies



Unit Responsibilities -- SPOE Checks & Considerations



- Final checks & considerations at the SPOE include:
 - Is equipment correctly configured for sealift?
 - Has all unit cargo documentation been completed? (MSLs, packing lists, load cards)
 - Has all hazardous cargo been properly labeled & stored according to CFR 49 and IMDGC?



Unit Responsibilities -- SPOE Checks/Considerations (Cont)



- Final checks & considerations (Cont)
 - Has coordination with the TTB and PSA been accomplished?
 - Has return transportation been arranged for vehicle drivers and other unit personnel processing equipment at the port?
 - Have supercargoes been identified & briefed?



Unit Responsibilities -- SPOE Checks/Considerations (Cont)



- Final checks & considerations (Cont)
 - Are cargo & vehicles staged in marshaling area according to loading sequence?
 - Has the call forward plan to staging area been established?
 - Have all vehicle & cargo deficiencies been corrected?



Units Responsibilities -- Supercargoes



- Deploying unit may require supercargoes during strategic sealift of unit equipment
 - Supercargoes are unit soldiers aboard vessel who accompany equipment during transit
 - Supercargoes are the deploying unit commander's on-board representative



Units Responsibilities -- Supercargoes (Cont)



- Supercargo Responsibilities:
 - Making periodic checks of unit cargo on-board the vessel
 - Maintaining key control of vehicles.
 - Making necessary repairs within team capabilities
 - Observing & assisting in cargo loading/discharge





Unit Responsibilities -- Supercargoes (Cont)



- Supercargo team size is dependent on:
 - Number of vessel berths available
 - Number and type of vehicles aboard the vessel
- When multiple units deploy equipment aboard a single vessel, FORSCOM or other designated command determines supercargo allocation



Unit Responsibilities -- Supercargoes (Cont)



- Supercargo team generally consists of:
 - OIC or NCOIC
 - Selected maintenance personnel
 - Classified/sensitive cargo escorts





Unit Responsibilities -- Customs



- Personnel & unit equipment departing CONUS via sealift may require a pre-customs clearance inspection
- Pre-customs inspections are normally conducted by military police
- Customs officials may not open classified material without US government approval



Unit Responsibilities -- Customs (Cont)



- DD Form 1253 (Military Customs Inspection Label) or DD Form 1253-1 (Military Customs Inspection Tag) provides documentary proof of pre-inspection
- Once cargo & vehicles have been inspected by Customs, items cannot be added or deleted



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RECEPTION, STAGING, ONWARD MOVEMENT & INTEGRATION (RSO&I)

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Deployment Phases



① Pre-deployment Activities

② Movement to POE



③ Strategic Lift

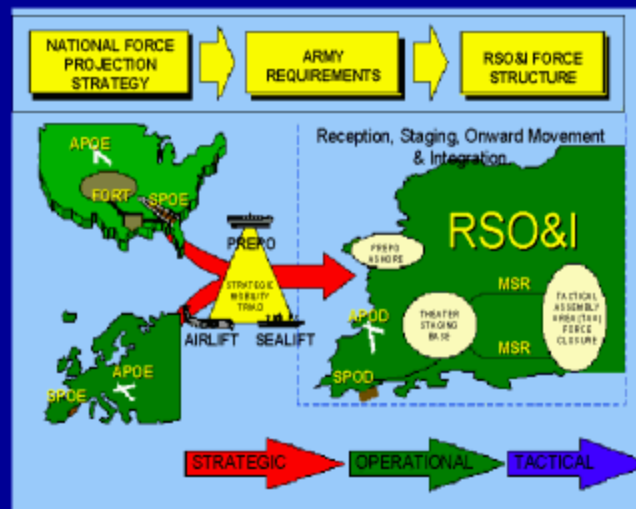


④ Reception, staging, onward movement & integration (RSO&I)





Deployment Process





RSO&I -- What Is It?



RSO&I -- A New Term for an Old Problem

Problem: How to receive personnel and equipment into a theater of operations, rejoin these elements into combat ready units, and integrate these units into the theater's command structure.



RSO&I -- Reception



- Reception:
 - Unloading passengers and equipment from strategic lift
 - Marshaling arriving units
 - Transporting units to staging areas (if required)
 - Providing deploying soldiers life support



RSO&I -- Staging



- Staging:
 - Assembling & organizing arriving personnel and equipment into units and forces
 - Building combat power
 - Preparing units for onward movement
 - Providing deploying soldiers life support until unit is self sustaining



RSO&I -- Onward Movement



- Onward Movement:

Units & equip move from reception & staging areas to tactical assembly areas (TAAs) or other destinations



RSO&I -- Integration



- Integration:
 - Authority over deploying unit is transferred to designated commander in theater
 - To achieve integration--
 - + Unit must be operational and mission ready
 - + Unit must be absorbed into joint force



Unit and UMO Planning Considerations for RSO&I



- Review procedures and tasks in higher headquarters and theater RSO&I plans
- Is deployment opposed or unopposed?
 - For opposed operations, units configure tactically for deployment.
 - For unopposed operations:
 - + Personnel normally move by air, equip by sea
 - + Personnel & equip reassembled into tactical units in theater



Unit & UMO Planning Considerations RSO&I (Cont)



- Is the unit drawing Army Prepositioned Stocks (APS) in theater?
 - If drawing APS -- Unit Cdr & UMO must review battlebook for APS site/ship.
 - Information is available in Automated Battlebook System (ABS)



Unit & UMO Planning Considerations RSO&I (Cont)



- Develop unit battlebook with information about destination & RSO&I operations. Include:
 - Info/pictures on POD layout & facilities
 - Convoy routes
 - Plans/location for drawing APS
 - POCs & supporting commands/agencies





Reception



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Possible Reception Scenarios



- Scenario 1. Unit and equipment arrive via air at APOD
- Scenario 2. Soldiers arrive by air at APOD, equip arrives by sea at SPOD. Soldiers and equipment reassembled at in-theater staging base
- Scenario 3. Soldiers arrive at APOD, then move to APS land or afloat locations to draw APS



Scenario 1





Reception Operations – Joint Aerial Port Complexes



- Soldiers and/or equipment may arrive at a Joint Aerial Port Complex
 - May be large complex containing airfield and numerous support functions
 - Includes terminal support functions such as A/DACG, movement control, equip and cargo holding areas, postal facilities, helicopter assembly areas



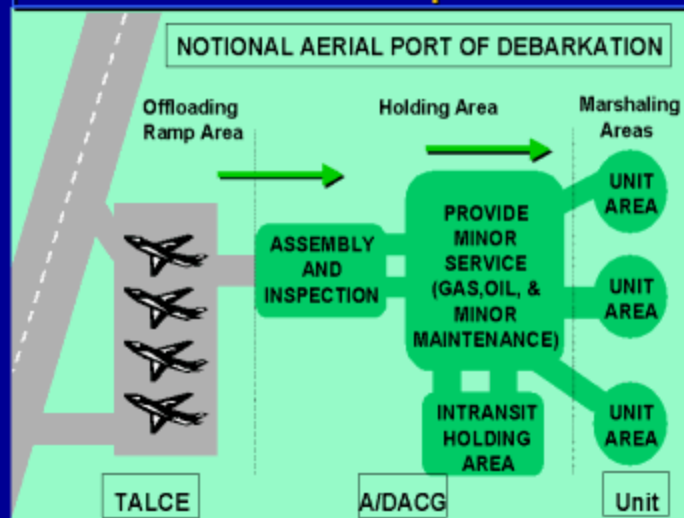
APOD Operations -- Key Organizations and Activities



- Arriving unit interfaces with and is supported by:
 - USAF Aerial Port Squadrons (APS) or Tanker Airlift Control Elements (TALCE)
 - Arrival/Departure Airfield Control Group (A/DACG)
 - Movement Control (Movement Control Agency, Port Movement Control Team)
 - Designated support organizations from receiving command and host nation support



APOD Operations -- Airfield Functions and Responsibilities





APOD Operations -- Offload Ramp Area



- TALCE operations and responsibilities
 - TALCE controls offload ramp area
 - Supervises aircraft unloading
 - Provide offload equip (e.g., MHE) as required
 - Releases aircraft loads to A/DACG control



APOD Operations -- Offload Ramp Area (Cont)



- A/DACG operations and responsibilities
 - Maintains coordination with TALCE & arriving unit
 - Provides offload teams & support equipment (as required)
 - Accepts aircraft loads from TALCE at agreed location
 - Coordinates with TALCE for return of unit's shoring and dunnage



APOD Operations -- Offload Ramp Area (Cont)



- Arriving Unit responsibilities
 - Assist, as required, in unlash and offloading aircraft
 - Retain shoring and dunnage for redeployment
 - Provide A/DACG copy of pax and cargo manifest



APOD Operations -- Holding Area



- A/DACG operations and responsibilities
 - A/DACG controls holding area
 - Coordinates with TALCE & arriving unit
 - Releases aircraft load to arriving unit
 - Coordinates move of unit pallets to unit marshaling areas
 - May provide minor services (fuel, maintenance) for arriving unit vehicles



APOD Operations -- Holding Area (Cont)



- Arriving Unit activities
 - Provides a liaison to A/DACG to facilitate processing of arriving unit plane loads
 - Assists A/DACG as required
 - Drives unit vehicles from holding area to unit marshaling area
 - Coordinates with movement control teams that may be operating in port area



APOD Operations -- Unit Marshaling Area



- Arriving Unit activities
 - Install equipment that was removed for strategic deployment
 - Perform maintenance checks and refueling
 - Prepare and organize for movement (convoy, rail, airlift, inland water)



APOD Operations -- Unit Marshaling Area (Cont)



- Area Support Group (ASG) or other designated organization
 - May provide life support / services for deploying unit
- Movement Control Teams (MCTs)
 - Port & Area MCTs operate in APOD ops area
 - Assist units in onward movement
 - Coordinate & task for transportation assets required by deploying unit



APOD Operations -- UMO Considerations & Duties



- Develop unit plan for departing marshaling area based on higher hq's, ASCC & theater RSO&I plan
 - Unit may move equipment to railhead for onward movement to destination.
 - Vehicles may convoy and soldiers move by bus
- UMO coordinates move with MCT or other supporting movement organization
- UMO coordinates with ASG or other support units operating railheads, bus transport, etc.



APOD Operations -- UMO Considerations/Duties (Cont)



- Bottom line: UMO performs tasks & coordination to move unit out of port area. May include:
 - Preparing for convoy move (convoy requests)
 - Organizing unit for rail (load teams, vehicle reconfiguration) bus, or other modes
- Key consideration: Split UMO operations
 - UMO arrives early to coordinate theater movements, alternate UMO supports APOE departure and arrives later in flow



Scenario 2



- Soldiers arrive by air at APOD
 - Vehicle drivers move to SPOD
 - Unit main body moves to theater staging base
- Equipment arrives at SPOD
 - Drivers and mechanics prepare equipment for movement to theater staging base
- Equipment & soldiers reassembled at TSB



Scenario 2 -- Air and Sea Reception





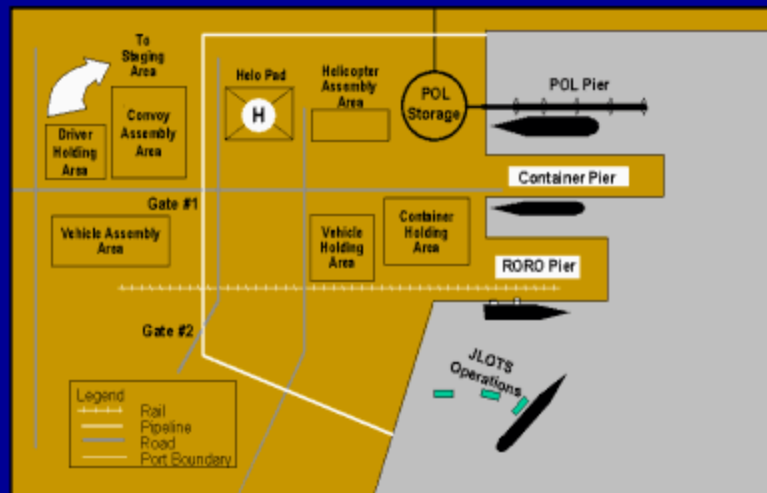
SPOD Operations -- Joint Water Port Complexes



- Equipment arrival at Joint Water Port Complex
 - May be large complex with multiple piers (POL, RO/RO, container) & area for JLOTS operations
 - Includes terminal support functions/areas:
 - + Transportation mode ops & movement control
 - + Port Support Activity
 - + Convoy and helicopter assembly areas
 - + Vehicle, cargo and container holding areas



Joint Water Port Complex (Notional)





SPOD Operations -- Key Organizations and Activities



- Arriving unit interfaces with and is supported by:
 - MTMC -- Single Port Manager
 - Port Support Activity (PSA)
 - Movement Control Teams (MCT)
 - ASG or other designated supporting units





SPOD Operations -- Port Operating Area



- Port Area includes ship discharge area and port staging area
- MTMC manages port operations in port area
 - Discharges unit equipment from vessel
 - Stages equipment in port staging area
 - Releases equipment to unit



SPOD Operations -- Port Operating Area (Cont)



- Port Support Activity (PSA) operates in direct support of MTMC
- PSA operates in port staging area
 - Receives & stages discharged equipment
 - Provides licensed vehicle operators for all types of equipment
 - As required, provides maintenance capability to support arriving unit vehicles



SPOD Operations -- Port Operating Area (Cont)



- Area Support Group (ASG) (or other designated organization)
 - May provide life support / services for deploying unit
- Movement Control Organizations
 - Port & Area MCTs operate in SPOD ops area
 - Assist units in onward movement
 - Coordinate & task for transportation assets required by deploying unit



SPOD Operations -- Port Marshaling Area



- Arriving Unit activities
 - Reinstall equipment removed for strategic deployment
 - Unpack containers and repack cargo as vehicle secondary loads
 - Perform maintenance checks and refueling
 - Prepare and organize equipment for onward movement (convoy, rail, inland water)



SPOD Operations -- Port Marshaling Area (Cont)



- Arriving Unit activities (Cont)
 - Port marshaling area may not be available
 - Units may have to move directly to destination
 - Prepare and organize equipment for onward movement at port staging area
 - Must coordinate with port commander to reduce interference at port



SPOD Operations -- UMO Considerations & Duties



- Advance movement planning prior to theater arrival
 - Based on RSO&I plan, higher hq's guidance
- Coordination with MCT at APOD for transporting:
 - Advance party teams such as vehicle drivers to SPOD
 - Main body to theater staging base



SPOD Operations -- UMO Considerations/Duties (Cont)



- UMO Coordination at SPOD:
 - Port Manager staff & PSA for receiving unit equipment
 - Movement Control Agency or MCTs for onward movement of equip to theater staging base



SPOD Operations -- UMO Considerations/Duties (Cont)



- Equipment could move to TSB by convoy, rail, military/commercial truck, inland waterway
 - UMO coordinates with MCT for required transportation assets, convoy clearances, local movement procedures
 - UMO coordinates with designated support units operating railheads, convoy assembly areas



SPOD Operations -- UMO Considerations/Duties (Cont)



- Split UMO operations?
 - UMO representative may have to be at APOD
 - UMO representative may have to be at SPOD
 - UMO may have to coordinate at TSB or other designated areas
- UMO must oversee various operations & use alternate UMO or have knowledgeable rep



Scenario 3



- Soldiers, TAT and non authorized prepositioned (NAP) items arrive APOD
- Arriving unit will draw APS from:
 - Army Prepositioned Afloat (APA) vessels that sail to the theater, or
 - Army Prepositioned Land (APL) sites located in theater



Scenario 3 (Cont)



- For APA operations, unit moves from APOD to seaport in following sequence:
 - Survey, Liaison, Reconnaissance Party (SLRP)
 - Advance party
 - PSA personnel (if required)
 - Main body
- For APL operations, advance party moves from APOD to APS site, followed by main body



Unit & UMO Considerations for APS Operations



- References are:
 - FM 100-17-1, *APA Operations*, provides doctrine and procedures for afloat operations
 - FM 100-17-2, *APL Operations*, provides doctrine and procedures for ashore operations



Unit & UMO Considerations for APS Operations (Cont)



- For APS operations, unit will generally operate as part of battalion or brigade size forces
- UMO gathers available information about move to APS sites before unit arrives theater
 - Coordination with Bn/Bde movement officers & S-4
 - Unit plans based on higher hq's plans



Unit & UMO Considerations for APS Operations (Cont)



- Unit Commander and UMO must access ABS
 - Army Materiel Command's ABS contains:
 - + Battlebooks for APS sites / vessels
 - + APS equipment listing by UIC
 - + Equipment draw procedures & site information
 - + Unit checklists for APS operations
 - ABS info available at <http://www.battleweb.com>
and <http://www.battlebooks.com>



Army Prepositioned Afloat (APA) Reception





Army Prepositioned Afloat (APA) -- Key Organizations



- Unit interfaces with and is supported by:
 - MTMC & Composite Transportation Group (CTG)
 - + MTMC is port manager, CTG is port operator
 - + CTG operates SPOD and is responsible for onward movement of equip and personnel
 - PSA: Performs normal PSA functions



APA -- Unit Organization for APA operations (Cont)



- PSA: Unit may be required to provide own or supplement PSA at SPOD
- Unit Main Body
 - + Receives equipment at the APA site
 - + Moves to TAA or other designated location
 - + Prepares for continued operations



APA -- Unit Organization for APA Operations



- Survey, Liaison, Reconnaissance Party (SLRP)
 - Includes reps from deploying unit, MCT, AMC & port commander
 - Arrives SPOD prior to APA vessel arrival
 - Purpose:
 - + Reconnaissance, liaison with theater authorities
 - + Prepare for advance party & main body arrival



APA -- Unit Organization for APA operations (Cont)



- Advance Party
 - Formed from deploying unit(s)
 - Primary tasks:
 - + Arrange for reception of unit main body
 - + Rendezvous with APA ships
 - + Assist in port support and discharge operations
 - Should include battery teams, fuel handlers, drivers, property book & supply personnel



APA -- Unit Organization for APA operations (Cont)



- PSA: Unit may be required to provide own or supplement PSA at SPOD
- Unit Main Body
 - + Receives equipment at the APA site
 - + Moves to TAA or other designated location
 - + Prepares for continued operations



Army Prepositioned Land (APL) -- Unit Organization for APL Operations



- Unit Advance Party
 - Moves from APOD to APL location
 - Signs for unit APS equipment
 - Moves Equipment to marshaling area in vicinity of APL site



Staging



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Staging (Cont)



- Staging Process:
 - Reassemble and reunite units with their equipment
 - Upload unit basic loads
 - Prepare and schedule units for onward movement to TAA
 - Provide life support until unit is self sustaining



Theater Staging Base (TSB)



- TSBs provides an arm, fuel, fix capability.
They include:
 - Marshaling areas, maintenance shelters
 - Equipment calibration, weapons boresighting
 - Fuel and ammo storage
 - Test driving loop and range areas



Theater Staging Base Layout (Notional)





TSB -- Unit and UMO Movement Tasks



- Coordinate with MCT for onward movement schedule and movement procedures, by mode.
- Reconfigure unit equipment for onward movement mode (rail, road, inland/coastal water)
- Process necessary movement documentation (convoy requests, rail load plans)
- Coordinate with supporting units responsible for rail loading and convoy assembly operations.



Onward Movement



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Onward Movement (Cont)



- Onward Movement Process:
 - Moving units & materiel from reception facilities and staging bases to TAA or other destinations
- Onward movement is normally planned, scheduled and controlled by movement control agencies, battalions and teams.
- Numerous forces and host nation traffic may be competing for movement over same LOC.



Onward Movement -- UMO Considerations & Tasks



- UMO tasks essentially same as covered in APOD/SPOD preparation for onward movement
- Support facilities, such as convoy support centers, may be established to support unit onward movement
- Security concerns can impact unit organization for onward movement



Integration



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Integration Process



- To achieve integration, the unit:
 - Must become operational and mission-ready
-- move, fight and communicate
 - Must be absorbed into the joint force
- Integration is complete when receiving commander establishes command & control over arriving unit